from which the chains are to be suspended. The gateway arch has a fluted pillar on each side of it. The abutment on the north side is not so far advanced, though it is several feet above the level of the gangway.——At the Victoria-bridge the work proceeds with animation, but there is little yet observable in shape of a bridge.

*Bernstown* (*Wexford*).—A new Roman Catholic church has been erected here, and, according to the *Wexford Guardian*, was to be dedicated under the name of St. Alphonsus M. Liguori, on Monday last. The church is oblong, consisting of nave, with north and south aisles, spacious vestries on the north-east, and a baptistry on the south, serving also as an entrance near the south-west corner. The whole building is composed of mountain free-stone, the door-frames, windows, quoins, belting, ridging, and belfry, being granite, and over each window and doorway is an arch of hammered green stone, contrasting with the cream-coloured work of freestone. The east window is lancet-shaped, and of five lights, with rosettes and trefoils, and flanked by a trefoil double window at each side, lighting the north and south aisles, and also the whole south side of the church. Over the window, on the apex of the gable, is a stone cross: another surmounts the baptistry: a Grecian, or florid cross, in a circle, surmounts and completes the granite belfry, containing a rosette aperture, immediately over two large-sized bells, beneath which is a lancet-headed window of three compartments immediately above the west or principal entrance. Each side has nine double light windows,—the vestries and baptistry occupying part of the space, similarly lighted. In the interior the arches are high and sharp, with plain corbels between each, from which rise the trusses which appear to support the roof of the nave, double the height of that of the aisles.

## CAB AND OMNIBUS MANAGEMENT.

SOME "Propositions for an improved System of Management for Hackney and Metropolitan Stage Carriages" have been circulated recently,* and will aid, we hope, in leading public attention to a subject that greatly requires fresh legislation. Considering the enormous number of these vehicles, the extent to which they are now used, and the amount of annoyance and vexation that is experienced on all hands, it is surprising that people should remain quiet under the infliction. The grant made to Sir Sanders Duncomb, in 1626, of the privilege to let out sedan chairs in London, recites, "That whereas the streets of our cities of London and Westminster, and their suburbs, are of late so much incumbered with the unnecessary multitude of coaches, that many of our subjects are thereby exposed to great danger; and the necessary use of carts and carriages for provisions thereby much hindered:—and Sir Sanders Duncomb's petition representing that in many parts beyond sea, people are much carried in chairs that are covered; whereby few coaches are used among them:—wherefore we have granted to him the sole privilege to use, let, or hire, a number of the said covered chairs for fourteen years."

What might be said of Knightsbridge now on a Monday morning?

"This patent," says the writer of the "Propositions," "was followed by a proclamation against hackney coaches, strictly commanding 'that no hackney coach should be used in the City of London, or suburbs thereof, other than by carrying of people to and from their habitations in the country; and that no person should make use of a private coach in the City, except such persons as could keep *four able horses fit for his Majesty's service, which were to be ready when called for, under a severe penalty.*' In 1661, the number of hackney coaches having increased to four hundred, and it being found that they created an extraordinary charge upon the inhabitants of London and Westminster, by destroying the highways, it was enacted by Parliament, 'That all hackney coaches in and about the cities of London and Westminster should annually pay, *towards the charge of paving and cleansing* the ways and streets in and about the said cities, the sum of five pounds each, solely for the improvement of the public thoroughfares, and not as a contribution to the Exchequer.' In 1712, an Act of Parliament was passed for licensing eight hundred hackney coaches (which were to pay five shillings each weekly) and two hundred sedan chairs (at ten shillings each yearly) *to the Exchequer*, within the bills of mortality. The fares were thus settled: coaches to go one mile and a half for one shilling, and two miles for one shilling and sixpence."

The writer proposes a central office, with a magistrate sitting every day for transaction of all business relating to omnibuses and cabs; a register of proprietors, conductors, &c., to be open for public inspection; the appointment of inspectors to examine vehicles and horses; the cab-stands to be revised; policemen to be appointed watermen, and paid by salaries; the cab fares to be reduced, and half-mile distances to be marked on the lamp-posts throughout the metropolis; further, that the duty be reduced from 1s. 6d. to 6d. per day.

By association, the omnibus proprietors at this moment are in a position to impose on the public in any way they please, and could run down almost any opposition that might be set up in consequence. Their recent arbitrary increase of the fares throughout the metropolis affords an instance. As quaint, inimitable Mrs. Keeley says, in "Apartments," at the Princess's Theatre,—"Every thing's dear in Exhibition time: why, they charge 4d. now for a threepenny 'buss!" The public should look about them.

* Appleyard, Farringdon-street.

## SUNDAY.

IN perusing a late number of THE BUILDER, my attention was arrested by a short paragraph among the "Notes in the Provinces," dated Leswalt, and referring to the erection of a column in that parish to the memory of the late Sir Andrew Agnew. The labours of that excellent man, in endeavouring to promote the better observance of the Lord's Day, are therein spoken of somewhat slightingly. The paragraph appeared to be an extract from some local paper, and I hardly think that the sentiments therein expressed are really those of the editor of THE BUILDER. I infer this from the spirit of propriety which characterises that paper, and I hope its conductor will not think a few words upon the subject of the Sabbath out of place in its pages. I often read in that work some words of good advice to the working man, and I always see that it is edited by a real friend and advocate of the rights of that class.

I am thus led to offer a few words in behalf of one of the best blessings of the labouring man. What, I ask, would shortly be the condition of those who are born to toil without this Divinely appointed weekly interval of rest? and, whether it be our lot to labour with the head or hands, I think its repose must be equally necessary; and I often pity those who, from indifference and unconcern on this subject, or from a too anxious desire to make provision for this world, are led to disregard or mis-spend the Sabbath. On such persons I would urge the importance of giving that sacred day to the pursuit of objects worthy of their solicitude; and I would also venture to point out to those who have many persons engaged in their employ, the duty of so making their arrangements as to afford to their dependents, as much as practicable, the rest of the Sabbath-day, in accordance with the injunction of the Divine Author of this institution, "that thy man-servant and maid-servant may rest as well as thou."

It is, I think, too much the practice unfairly to charge upon the advocates of Sabbath observance, a wish to limit the enjoyments of the poor man; and the excellent individual to whom reference has been made, met with much reproach and scorn for his zeal in a cause which, as a member of the Legislature, he had the courage so earnestly to advocate. But, I ask, ought not this cause to be dear to the heart of every poor and working man? Ought he not to feel it a privilege to have secured to himself and his family one day of rest in seven, when body and mind for awhile may be emancipated from toil and care? I would not have this day looked upon as one of gloom and sadness; but I cannot help thinking that those who desire its due observance, and in their practice carry out their principles, are far more truly the friends of the poor man than those who, on that day, seek the gratification of their own selfish pleasure, indifferent as to the privations caused to others who are required to labour in their service.

The custom of masters paying their workmen on Friday instead of Saturday appears, moreover, to be one which might be followed with advantage to all parties. Having for many years invariably pursued this plan, I can speak with certainty as to its advantage and convenience personally; and I feel sure that the workmen and their families would deprecate a return to the former mode. I need hardly refer to the objectionable plan of paying wages at a public house; thus presenting to workmen a temptation to drunkenness and leading to the ruin of themselves and the misery of their families. In regard to making Friday the pay-day, I have heard it objected that if this practice be adopted, the workmen will spend the next day in idleness or drunkenness; but I can only say that the experience of many years has shown me that under proper regulations such fears are groundless.

In reading an article in your seventh volume, p. 616, headed "Recollections of Peter Nicholson," the author of so many useful practical works, I was struck with the remark that to him "Sunday and week day were alike." He used to say, "that there is no rest to the wicked;" and "he had always gone to work in his studies as a blacksmith on his anvil." He might even in this world have been a happier man, and I doubt not that in life and in death he *would* have been a happier man, had he followed a different course.

I fear I shall be considered too prosy, but still I think this subject is not quite foreign to the objects of this paper; and if the editor should think these remarks worth insertion, he would oblige A CONSTANT READER.

## BUILDERS' ESTIMATES.

*Circumstances under which a builder is entitled to payment for preparing an estimate.*

CLERKENWELL COUNTY COURT.

GILLINGHAM *v.* HOYLES.

This was a plaint to recover 1*l.* 10*s.* for work and labour in preparing an estimate at the defendant's request for the finishing of certain houses of which the defendant was about to become the purchaser.

The defendant admitted that he employed the plaintiff to give him a price, but observed that the plaintiff was only to be employed to finish the houses on condition that his was the lowest estimate. Three or four other parties had sent in estimates, and the successful competitor was 5*l.* under the plaintiff. The defendant then drew his Honour's attention to a recent report of a case in THE BUILDER, in which his Honour had decided that the plaintiff who sued for expenses in making out an estimate was not entitled to recover.

His HONOUR observed that the case referred to differed very materially from the present claim. There were circumstances under which a party was not entitled to recover for merely sending in a tender, and the case he had so decided was a case in point, the work having been performed for about half the amount of the plaintiff's estimate. But what were the features of the present case? Here the defendant was purchasing property, and wished to get an opinion as to its value. The plaintiff had supplied him with that information, and was surely entitled to something for his loss of time.

The defendant handed in a letter in which the plaintiff originally claimed only 1*l.* and

His HONOUR, under these circumstances, gave judgment for that amount.

MORE TRACES OF ANCIENT CIVILIZATION IN AMERICA.—Discoveries of the ruins of an ancient city, two miles long, containing vast quantities of broken, burnt earthenware, arrow points, &c. have been made by the Mormons in the south of Utah territory.

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